

LONDON HEATHROW: CARGO TERMINAL(S)

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### **Introduction**

Heathrow airport has been operative since 1946, and it is considered to be the largest airport in the UK. It is one of the world's busiest international airports, arranging for the traveling processes of over 60 million passengers and 1.3 million tons of shipments and cargo every year (Blow, 2013). With the construction of Terminal 5, Heathrow would be capable of handling around 30 million passengers every year, taking the airport's overall toll of passengers to approximately 90 million.

There are multiple construction projects and developmental innovations being implemented on different terminals of the airport. The most multifaceted arrangements in Europe are being associated with effective supply chain management and effective procurement techniques to be placed (Blow, 2013). This paper outlines the cargo terminals of Heathrow airport in a specific and highlighting manner to have an elaboration of its multidisciplinary efficacy concerning mechanical, electrical, technology and communication systems. It also develops the competitive position of the airport on a global ideology.

### **Facilities for Cargo and Terminals**

Heathrow Airport provides multiple functionalities for the cargo operations and services. The management and administrative functions are functionally capable of bringing out the best practices and procedures (Blow, 2013). The airport is using more than a thousand airplanes for the management of its operations and in coordination with associations, such as USAir in the United States, Qantas in Australia, and European Airlines in France, it is bringing out the most effective conditions for the development of cargo and shipment advancements (Blow, 2013). In its recent most financial year till March 1010 it carried approximately 805,000 tons of cargo, and these establishments are considered to improve over the course of time.

To provide the facilities for cargo movement across international regions, Heathrow airport provides effective logistics and planning. There are multiple cargo designations provided for the arrangement of shipments from across the globe including DHL Aviation, Cathay Pacific Cargo, Etihad Cargo, Singapore Airlines Cargo, Turkish Airlines Cargo, Korean Air Cargo, and Ethiopian Airlines Cargo (Blow, 2013). By the increasing international competition from additional Airports in European regions such as in German, Amsterdam, and Paris, Heathrow's position is considerably important. There are arrangements being made to accommodate bigger planes for cargo movement and supply chain structures like Airbus A380 and combination carriers to make the process of transportation even more effective. Though the domestic plans and carriers focus primarily on the passenger transportation, the spare space of the system can be utilized for the cargo and shipment facilities. More than 50% of the international air cargo is being shipped through Heathrow using similar considerations and methods.

For the last 30 years, Heathrow along with additional European cargo airports have concentrated tremendously incorporating air freight into the overall business models. These have elaborated and established a substantial mechanism for national economies (Blow, 2013). To support these systems and their applications, Heathrow regulates a dedicated cargo aircrafts fleet. It operates multiple Boeing MD11 freighters along with Boeing 747-400 and 777-200 freighters for optimum transfer and transport facilities.

There are different functionalities present for the facilitation of cargo considering Heathrow airport. There are integrators present for freight transportation providing an airport to airport link for moving forward in a constructive manner. The trucking and loading facilities are optimally managed with major freight integrators such as TNT, DHL, UPS, and FedEx. These

integrators, regardless of the terminal and shipment load, specialize in managing express consignments.

### **Size and Airside Access**

London Heathrow is being used by over 90 different airplanes operating for 170 different destinations internationally. The airport is the and primary cargo functions provided business options for British Airways and is a fundamental service wing for Virgin Atlantic. Comprising of a cargo and four passenger terminals, an overall individual record of 73.4 million was recorded to have traveled through the locations. During the 50s, there were six different runways present, in the form of three hexagonal outlines (Gardiner, et al., 2005). The airport now has only two runways paralleled from the east-west regions. From the aerial space, about the entire originally constructed planning can be observed, that are not derived from the modern taxiways system (Gardiner, et al., 2005). Northern runway and its north aspects along with the older aprons and taxiway provides the location of detailed structure for parking of the vehicles; it is the entering region for the tunnel access and a location for inconsiderate security.

Aircraft that are flying to and from Heathrow enter into the region through one of the four major recording locations: Lambourne over Essex, Bovingdon (BNN) over Hertfordshire, Biggin Hill over Bromley, and Ockham over Surrey. Air traffic controllers at Heathrow Approach Control are present for the guidance and approaches of aircraft to their final positions. There is a considerable amount of focus present on the consistent descent approach to minimize the environmental factors of incoming aircraft, specifically during night time (Gardiner, et al., 2005). Once there is an appropriate establishment of an aircraft to its final approach, Heathrow tower provides additional support.

An overall number of 5 passenger terminals at Heathrow airport are viable. Terminal 1 was the major and fundamental location for domestic networking at Heathrow Airport before the opening of Terminal 5 (Gardiner, et al., 2005). This terminal was the former foundation for British Airway's local coordination to and from Heathrow and involving several other long haul routes. The initial terminal is set to be deconstructed, and its demolition is going to be used for terminal 2's extensive construction (Gardiner, et al., 2005). Heathrow Terminal 2 is the newest terminal designed after testing procedures for about six months before passengers could have access. Terminal 3 was opened as the Oceanic Terminal to control flight departures for long term routes for international carriers to the United States (Gardiner, et al., 2005). Terminal 3's forecourt and its renovation with the addition of four lanes drop off areas and an immense pedestrianized area, to the front of the terminal building. The 4th terminal is located along the southern runway and on its south location along with the terminal for shipments and cargo and it is linked to terminals 1, 2 and three by the Tunnel System of Heathrow Cargo. An extensive check-in region with improved departure loungers and piers has been implemented; a new baggage system has also been put into place for useful outcomes (Gardiner, et al., 2005). Terminal 5 prevails between southern and northern runways on the western side of the location of Heathrow.

### **Handling Facilities and Operators**

The handling and operators facility at the Heathrow airport are equally distinctive providing equal distribution and opportunities for travelers from all over the world. London Heathrow customs have an approved facility for courier baggage handling with specific terminals that are specified for the goods carrier in courier baggage; this is carried and distributed with the accommodation of scheduled passenger flights (Morrell, 2011). This

baggage handling facility is regarded as an extension of the Customs examination station present in every passenger terminal.

The flow of bags and shipments through the facility are monitored in an effective manner through the terminals, that is, the airline promptly supplements the bags to the facility where they are designated to be picked up by different courier company representatives in the reclaiming area (Morrell, 2011). They are further taken forward for the representation in HM Customs.

The designated Courier Facilities Ltd is accountable for the administration of the routine running of Building 17100 at LHR, which is the only authorized organization by HM Customs for the timely evaluation and deployment of outbound and inbound courier shipments.

British Airways World Cargo are accountable for the administration of routine operations of Southside LHR and Gatwick courier operations, both of which are regulated by HM Customs for evaluation and clearance of outbound and inbound courier shipments (Morrell, 2011). BAWC and CFL are functionally mediating for the license payments and additional expenses including the provision of premises and fundamental observations of operational nature.

Heathrow airport has different Facility Operators who may fulfill and effectively manage the control responsibilities for HM Customs (Morrell, 2011). It is important for every connecting courier organization using any of the facilities or any individual connected to the CSP, to have specific information regarding their shipments and activities (Morrell, 2011). Their service usability and authorization depend significantly on such elements. Charges and administrative fee is applied where it is necessary.

#### **Level of Mechanization**

Until two major airports including Stansted and Gatwick Airports were sold off, Heathrow Airport operations were highlighting and focused on having a dominant position in the London aviation system (Blow, 2012). The Airport has been heavily controlled by the Civil Aviation Authority regarding charging the airlines for their landing procedures (Blow, 2012). In the year 2012, air traffic between the United States and Heathrow was strictly manifested by the bilateral Bermuda Treaty (Blow, 2012). The airport has been observed to manage millions of individuals on a daily basis. Being criticized for overcrowding and delays, in recent years, the developments are accommodating individuals in a consistent manner with endless possibilities.

Heathrow's facilities were initially managed to accommodate approximately 55 million passengers on a yearly basis (Blow, 2012). The number of individuals using the airport premises increased to about 70 million in 2012. The opening of Terminal 5 in 2008 has provided an additional amount of support for passenger and cargo movement. It has increased the capacity of airport's terminal to 90 million passengers every year (Blow, 2012). A merger is also in order with McLaren Applied Technologies to modify and optimize the procedure overall, reducing pollution, overcrowding, and delays. Risk identification and assessment techniques are put into place for the purpose of identifying the impacts on the organization.

Mechanization of the cargo terminals involves heavy machinery and cargo loading and unloading vehicles that can promptly bring about the transportation of shipments and goods to their designated terminals. These docking procedures are associated with the information technology techniques that optimally allow for the recording of information in an effectual manner. With the management of shipments using consistent communication means, Heathrow Airport provides business solutions to multiple organizations. The data mining and logarithms are responsible for the additional trafficking of shipments. These procedures are exclusively used for incorporating quality information and connectivity of advanced functions.

#### **Special Cargo Handling Facilities**

In addition to handling regular cargo, Heathrow can process special cargo with its specific requirements and shipment allocations. For requirements such as pet travel, and livestock handling, professional criteria is developed and implemented. Handling of livestock such as sheep, goat, cattle, and pig on the freighter or chartered flight is made possible with the help of feasible and professional means (Janic, 2004). Travel documentation is required for pet traveling. There are requirements for having a valid permit from the relevant authority along with a health certificate and vaccination record to show that the animal has received all necessary immunizations. The construction design and container management for such shipments is considered to be of considerable significance. In compliance with the IATA Live Animals Regulations, the containers are adjusted regarding size, ventilation, solid fitting and leak-proof flooring.

For the shipment of dangerous goods, there are effective arrangements made as well to specify the appropriate transportation (Janic, 2004). If there are any hazardous chemicals and flammable objects associated, containment measures and certification of safety marks is clearly indicated. The department of regional development and infrastructure work with the administration to promote best applications and internationally balanced legislations for the transport of special materials.

Logistics is one of the most essential and major component of function and strategy of any organization. When the procedures and analytical management is carried out effectively, not only there is a decrease in the production cost but also an improvement in the consumer satisfaction and efficiency. Logistics management is a significant procedure for today's corporate advancements, and Heathrow airport provides such networking procedures constructively (Janic, 2004). Over the past ten years, it has turned the process of product delivery into a refined process. Any material is it a pen, books, drugs, documents, chemicals, clothes, and any other component of the category, it delivers.

There is an increasing competitive advantage present in the industry, but the airport has its dynamic capabilities of regulating constructive consumer relations and market share. The incorporation of all the major aspects can surely assist the company in moving forward above all of its opponents.

### **Conclusion**

In the logistics business, consumers require timely delivery of their products and outlining of information that is an important quality indicator. The expansion of Heathrow as a system to monitor and standardize such processed throughout the organization is essential. These processes evaluate timely delivery, analytical formulations of processes, and establishments of ways through which consumers can gain additional advantages in a given time frame. The company follows the shipment movement process following CIA (clean in the air). Before shipment arrives at the destinations, all documents are to be cleared as it reduces the delivery operation time.

Measures of capability and consumption are derived as well to describe the settlement of activities with the alignment of the supply chain that is significant enough. The expansion is also being carried out for competitive regions. Although domestic market is extremely profitable, the airport is still extensively determining the horizons for its optimum service and applications.

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